

## **PART 5 NORTHWEST DISTRICT PLAN**

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#### **MAPS**

### **BACKGROUND**

#### **Orientation**

The 12,956 acres or over twenty square miles that comprise the Northwest District lie totally outside the Raleigh Beltline, northwest of Downtown. The Northwest District is bounded by Strickland Road on the north; Creedmoor Road, Millbrook Road and Leadmine Road on the east; I-40 on the south; and on the west by Westgate Road, Ebenezer Church Road and the southern boundaries of Umstead State Park. Most of the area is residentially developed, but major nonresidential areas lie along Glenwood Avenue/U.S. 70 and I-40. The Northwest District contains large tracts of state-owned property. Other major, nonresidential land uses include Rex Hospital, Crabtree Valley city focus and Millbrook/Lynn Roads city focus.

#### **Land Use and Zoning**

Residential uses account for 41 percent, or 5585 acres in the Northwest District. Of this total, 4,365 acres are single family, while multifamily dwellings comprise 1220 acres. There are 230 acres currently being used for recreation and parks. Of the total, 4649 acres or 34 percent of the district. Service related uses occupy 4 percent of the land area while wholesale and retail uses comprise over 1,000 acres or 7 percent of the district. Office and government uses occupy 1084 acres. Manufacturing, industrial and other uses are each less than 2 percent of the total. Residential zoning is applied to 10,128 acres, or 75 percent of the total land. Industrial zoning, including Thoroughfare District, covers 577 acres, 1473 acres are in office and institutional zoning categories. Retail/commercial zoning is applied to 380 acres.

### **Population and Employment Projections**

In 1991 the Northwest District had a population of 31,595 persons or approximately 13 percent of Raleigh's total population. By 1998 the district had grown to 42,044, making it the second most populous district. Between 1991 and 1998, population increased by 33 percent. In 1995 there were 22,000 jobs in this district; 5 percent highway retail, 6 percent industrial, 13 percent office, 26 percent retail and 50 percent service.

## **Systems Plans**

### **Transportation**

Northwest District thoroughfare construction programs should improve circulation and accessibility for all of northwestern Raleigh and help relieve traffic congestion in places such as Crabtree Valley. Improvements include the extension of Edwards Mill Road to Wade Avenue. A roadway parallel to U.S. 70/Glenwood Avenue will be built adjacent to Crabtree Valley Mall and the Beltline interchange. A fly-over or any other congestion solution in this area should be funded in large part by the businesses in the area. The proposed Northern Wake Expressway will exert a tremendous effect on the Northwest District, even though it will lie to the north of the district. The road will be in the Falls Lake watershed, and therefore will be surrounded by low density residential uses. The Millbrook/Lynn Road city focus will include a loop road system and network of collector streets. Within the northeastern quadrant of the Lynn Road/Glenwood Avenue intersection, where collector streets may not be possible, cross access agreements and public accessways are strongly encouraged to provide interconnectivity. Public transportation services in the Northwest District meet the current demand. Future service will be evaluated according to changing land use intensities and rider preferences. Long range regional public transportation goals in the Northwest District should provide for a continuous system to serve Downtown, Durham, Research Triangle Park, Raleigh-Durham International Airport and the U.S. 70 Corridor.

### **Water/Wastewater**

Major water mains are to be installed in the Northwest District. Mains in Duraleigh Road, Edwards Mill Road, and the completion of the line in Ebenezer Church Road south to Duraleigh Road are planned. Wastewater system needs in the Northwest for the period prior to 2000 will include a line parallel to the Crabtree Creek wastewater main. This proposed 36" facility will accommodate growth further up the basin and provide additional capacity for new development in the Northwest District as uses intensify. New wastewater mains will expand the wastewater system to complete service in the upper Hare Snipe Basin and the West Turkey Creek Basin.

### **Parks, Recreation and Greenways**

Three neighborhood parks are proposed for this area. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

## **Urban Form and Land Use**

New employment-generating land uses should be located primarily in corridor transition areas, employment areas and focus areas. Focus areas within or bordering the Northwest District include a city focus area at Crabtree Valley Mall, a city focus on Glenwood Avenue including Pleasant Valley and the Lynn Road intersection, a community focus area on U.S. 70 at Ebenezer Church Road, a community focus area in a primarily residential area at Creedmoor and Strickland Roads, and eight neighborhood focus areas.

There is a large employment area at the southern edge of the district which is detailed in the Blue Ridge Road Small Area Plan. Glenwood Avenue, generally between Rembert Drive on the east and Pinecrest Road on the west, is a city focus. Corridor plans have been prepared for Creedmoor Road and U.S. 70.

New development near Umstead State is required to be low intensity, particularly south of U.S. 70. The Metro Park overlay zoning district enforces this concept. The residential area around Umstead State Park is restricted to well and septic development, except for areas east of Ebenezer Church Road in the Richland Creek Basin. Up to 7 units per acre could be allowed in the sewerable areas.

The most efficient method of keeping pace with the demand for public facilities and services in this rapidly developing district is to encourage residential infill development, particularly at higher densities. Higher density residential uses can provide additional affordable housing. These densities generally should occur adjacent to employment and focus areas and along major roadways, particularly U.S. 70. Specifically, higher densities should be located in the Lake Lynn area per the Lake Lynn Small Area Plan, in the Westgate Road area and north of U.S. 70, especially around the Ebenezer Church Community Focus.

#### **SMALL AREA PLANS**

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